

LISTING OF CLAIMS

1. (currently amended) A cargo-hold floor for aircraft, which is received on a grid structure comprising longitudinal members and crossmembers and in which are provided exchangeably arranged floor plates, roller conveyor apparatuses and also lashing point housings with lashing points for the fastening of cargo articles, such as pallets, containers or vehicles and articles of equipment, and with locking units which comprise lock elements capable of being folded open and of being folded away, ~~and the lashing points~~ point housings being received in a stationary manner on the grid structure at intersection points of the longitudinal members with the crossmembers, characterized in that

tread-proof elastic filling bodies are contained in the lashing point housings,

both roller conveyor apparatuses integrated into the cargo-hold floor and locking units can be received in ~~their~~ an erected operating position and in ~~their~~ a countersunk drive-over and stowage position at ~~the~~ an installation location which always remains the same in the cargo-hold floor, and wherein

the roller conveyor apparatuses and the locking units have smooth bottom surfaces which can be driven over or walked on in the ~~stowed state~~ countersunk drive-over and stowage position of the roller conveyor apparatuses and of the locking units.

2. (previously presented) The cargo-hold floor as claimed in claim 1, characterized in that the roller conveyor apparatuses and the locking units can be transferred, without a tool, from their erected operating position into their countersunk drive-over and stowage position.

3. (currently amended) The cargo-hold floor as claimed in claim 2, characterized in that the lashing point housings and foundation housings of roller conveyor apparatuses have bearing strips for floor plates and/or locking units, said bearing strips being in alignment with a top edge of the grid structure.

4. (canceled)

5. (previously presented) The cargo-hold floor as claimed in claim 2, characterized in that the lashing point housings contain a lashing point shaft, on which a receptacle allows the fastening of lugs or additional adaptors by means of a plug connector.
6. (previously presented) The cargo-hold floor as claimed in claim 5, characterized in that the lugs in the lashing point housings can be moved omnidirectionally about two intersecting axes mounted in each case on both sides.
7. (previously presented) The cargo-hold floor as claimed in claim 3, characterized in that floor plates can be fastened exchangeably via fastening elements to bearing strips of the lashing point housings and to the bearing strips of the foundation housings of the roller conveyor apparatuses so as to overlap these bearing strips.
8. (previously presented) The cargo-hold floor as claimed in claim 7, characterized in that the locking units are integrated into the floor plates.
9. (currently amended) The cargo-hold floor as claimed in claim 1, characterized in that the roller conveyor apparatuses have foundation housings which are connected to the grid structure via fastening elements, and the foundation housings contain bearing surfaces, on which upper parts of the roller conveyor apparatus lie in the ~~stowed state~~ countersunk drive-over and stowage position.
10. (currently amended) The cargo-hold floor as claimed in claim 1, characterized in that the locking units comprise foundation pits, into which the locking units can be received in the ~~stowed state~~ countersunk drive-over and stowage position.
11. (canceled)
12. (previously presented) The cargo-hold floor as claimed in claim 7, characterized in that the floor plates have a seat-rail box profile which, on its top side delimiting the cargo-hold floor, has a reception profile, running peripherally around the floor plate, for the detention of articles of equipment.

13. (currently amended) The cargo-hold floor as claimed in claim 1, characterized in that a plurality of the lashing points of the cargo-hold floor can be covered with a connecting plate having a force engagement point, the connecting plate being connected to these lashing points via heavy additional adaptors.

14. (currently amended) The cargo-hold floor as claimed in claim 1, characterized in that the roller conveyor apparatuses and/or the locking units have a fastening unit, ~~the~~ a release grip of which is accessible both from the underside and from the top side of the roller conveyor apparatuses or of the locking units.

15. (previously presented) The cargo-hold floor as claimed in claim 1, characterized in that a system height between the top side of the floor plate and top sides of the roller conveyor apparatuses located in the erected operating position amounts to approximately 30 mm.

16. (currently amended) The cargo-hold floor as claimed in claim 3, characterized in that the foundation housings of the roller conveyor apparatuses have drainage orifices which are arranged below the top edge of the grid structure.

17. (previously presented) The cargo-hold floor as claimed in claim 16, characterized in that, below the top edge of the grid structure, drainage funnels are arranged, which have an exchangeable filter insert, extractable after the removal of a floor plate.

18. (previously presented) The cargo-hold floor as claimed in claim 16, characterized in that collecting troughs for drainage fluid are arranged below the top edge of the grid structure and have a trough bottom running at an inclination from the drainage orifices to the drainage funnel.

19. (previously presented) The cargo-hold floor as claimed in claim 1, characterized in that locking units and guide units which can be used for military purposes are arranged parallel to the longitudinal members of the grid structure, the locking units which can be used for military purposes being assigned a motor/gear unit actuating the lock.

20. (currently amended) The cargo-hold floor as claimed in claim 19, characterized in that the locks of the locking units which can be used for military purposes have a long-hole guide through which passes a lock-stroke shaft about which the lock can be actuated by means of a gear spindle.

21. (previously presented) The cargo-hold floor as claimed in claim 19, characterized in that the motor/gear units received in alternating sequence parallel to the longitudinal members of the grid structure and actuating the locks are coupled to one another via synchronization shafts.

22. (previously presented) The cargo-hold floor as claimed in claim 21, characterized in that the synchronization shafts for further motor/gear units are coupled to adjacent motor/gear units in each case via telescope couplings.

23. (new) A cargo-hold floor for aircraft, which is received on a grid structure comprising longitudinal members and crossmembers and in which are provided exchangeably arranged floor plates, roller conveyor apparatuses and also lashing point housings with lashing points for the fastening of cargo articles, such as pallets, containers or vehicles and articles of equipment, and with locking units which comprise lock elements capable of being folded open and of being folded away, the lashing point housings being received in a stationary manner on the grid structure at intersection points of the longitudinal members with the crossmembers, characterized in that

the lashing point housings contain a lashing point shaft, on which a receptacle allows the fastening of lugs or additional adaptors by means of a plug connector,
both roller conveyor apparatuses integrated into the cargo-hold floor and locking units can be received in an erected operating position and in a countersunk drive-over and stowage position at an installation location which always remains the same in the cargo-hold floor.
and wherein

the roller conveyor apparatuses and the locking units have smooth bottom surfaces which can be driven over or walked on in the countersunk drive-over and stowage position of the roller conveyor apparatuses and of the locking units.